TIME IS IMPORTANT
Take TIME To Be SAFE

TERMINAL SUPERINTENDENT

L. F. TADLOCK.....El Paso

ASSISTANT TERMINAL SUPERINTENDENT

L. C. CODY.....El Paso
H. E. HALL.....El Paso

TRAINMASTERS

D. A. DOYLE.....El Paso
R. V. CURRIER.....Tucumcari
J. A. REYNOLDS.....Douglas

ASSISTANT TRAINMASTERS

J. A. MORRIS.....El Paso
L. C. SCHERLING.....Lordsburg
H. F. FULKERSON.....Lordsburg
R. D. BAMBURG.....Carrizozo
L. W. BURDICK.....Carrizozo

ROAD FOREMEN OF ENGINES

HARRY NATIONS.....El Paso
L. J. ADAMS.....El Paso

ASST. ROAD FOREMAN OF ENGINES

S. O. CURTIS.....El Paso

CHIEF TRAIN DISPATCHER

C. F. MATTINGLY.....El Paso

R. B. GIBSON
Assistant Superintendent, El Paso

SOUTHERN PACIFIC COMPANY

RIO GRANDE DIVISION TIMETABLE

51

EFFECTIVE SUNDAY, SEPTEMBER 30, 1956

AT 12:01 A. M.

MOUNTAIN STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY, WHO MUST ALSO CARRY COPY OF CURRENT ISSUE OF SPECIAL INSTRUCTIONS

W. D. LAMPRECHT,
General Manager.

A. S. McCANN,
J. A. McKINNON,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

J. M. HATCHER,
Superintendent of Transportation.

W. R. ADAIR,
Superintendent

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn	Chief Surgeon
Tucson	Dr. W. C. Finn	Assistant to Chief Surgeon
Benson	Dr. H.W. Sellers	District Physician and Surgeon
Lordsburg	Dr. Herman S. Cohen	District Physician and Surgeon
Clifton	Dr. S. C. Lovre	District Physician and Surgeon
Duncan	Dr. J. J. Lovett	Emergency Physician and Surgeon
Deming	Dr. Paul A. Feil	District Physician and Surgeon
El Paso	Dr. E. W. Reinheimer	Division Physician and Surgeon
El Paso	Dr. Russell Holt	District Physician and Surgeon
El Paso	Dr. F. G. Evans	District Physician and Surgeon
El Paso	Dr. B. L. Goodloe	District Physician and Surgeon
El Paso	Dr. W. L. Pierce	District Physician and Surgeon
El Paso	Dr. F. P. Schuster	Oculist and Aurist
El Paso	Dr. S. A. Schuster	Oculist and Aurist
El Paso	Dr. N. F. Walker	Oculist and Aurist
El Paso	Dr. B. Hardie	Asst. Oculist and Aurist
El Paso	Dr. Bloyce Britton	Asst. Oculist
Douglas	Dr. N. V. Alessi	District Physician and Surgeon
Douglas	Dr. A. K. Duncan	Asst. Dist. Physician and Surgeon
Douglas	Dr. C. W. Ahl	Asst. Dist. Physician and Surgeon
Douglas	Dr. G. D. Reay	Asst. Physician and Surgeon
Bisbee	Dr. E. B. Jolley	District Physician and Surgeon
Bisbee	Dr. Joseph Saba	Asst. Dist. Physician and Surgeon
Naco	Dr. W. F. Haas	District Physician and Surgeon
Tombstone	Dr. H. W. Sellers	District Physician and Surgeon
Patagonia	Dr. D. R. Mock	District Physician and Surgeon
Alamogordo	Dr. E. P. Simms	Emergency Surgeon
Alamogordo	Dr. E. T. Faigle	Emergency Surgeon
Carrizozo	Dr. P. M. Shaver	District Physician and Surgeon
Carrizozo	Dr. J. P. Turner	District Physician and Surgeon
Vaughn	Dr. R. P. Browder	District Physician and Surgeon
Santa Rosa	Dr. J. J. Galvin	District Physician and Surgeon
Tucumcari	Dr. W. M. Thaxton	District Physician and Surgeon
Tucumcari	Dr. A. T. Gordon	Asst. Dist. Physician and Surgeon
Roy	Dr. T. F. Self	District Physician and Surgeon

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL.....SAN FRANCISCO, CALIF.

S. P. SANATORIUM.....TUCSON, ARIZ.

HOTEL DIEU.....EL PASO, TEXAS

WATCH INSPECTORS

San Francisco.....C. D. Fabrin, Manager of Time Service, 65 Market St.

El Paso.....C. E. Ross
El Paso.....Art Kassel
Tucson, Seth E. Rogers, 319 E. Congress St.
Bisbee.....Tom Nelson
Deming.....H. H. Conder
Lordsburg.....Pearl's Jewelry

Alamogordo.....A. Sorenson & Son
Tucumcari.....Wm. D. Coon
Tucumcari.....Thomas Bros.
Douglas.....Hoyal Jewelers
Douglas.....Paul M. Whelan

AVERAGE WEIGHTS (IN TONS) OF PASSENGER CARS

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED							
					COOLING SEASON				NON-COOLING SEASON			
			Steel	Steel Under-Frame	ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conventional Equipment:												
SP....	Box—Express.....	41′	24									
SP....	Baggage.....	60′	48	40								
SP....	Baggage.....	61′		45								
SP....	Baggage.....	66′	65	54								
SP....	Baggage.....	70′	63									
SP....	Baggage and Mail....	60′	56									
SP....	Baggage and Mail....	66′	68	60								
SP....	Baggage and Mail....	69′	64									
SP....	Baggage and Mail....	70′	66									
SP....	Baggage and Psgr....	60′	51									
SP....	Baggage and Psgr....	61′		58								
SP....	Baggage—Horse.....	70′	67									
SP....	Baggage—Horse.....	80′	75									
SP....	Postal.....	40′	42									
SP....	Postal.....	60′	59									
SP....	Postal—Storage.....	60′	54									
SP....	Postal—Storage.....	61′	61									
SP....	Club.....	75′			83				80			
SP....	Club.....	77′				100				92		
SP....	Chair.....	60′	53		70				67			
SP....	Chair.....	72′			82		80		79		80	
SP....	Chair.....	73′			78				75			
SP....	Chair.....	74′			90		85	98	87		85	90
SP....	Coach.....	60′	50		67				64			
SP....	Coach.....	70′			78		76		75		76	
SP....	Coach.....	72′	60		81		79		78		79	
SP....	Coach.....	74′			87				84			
SP....	All Day Lunch.....	60′	51		63				60			
SP....	Cafe—Lounge.....	72′			86				83			
SP....	Diner.....	73′	79									
SP....	Diner.....	77′			92	100	85		89	92	85	
SP....	Diner.....	79′					88				88	
SP....	Diner.....	80′				105				97		
SP....	Lounge.....	75′			85		80		82		80	
SP....	Lounge.....	80′			95		93		92		93	
SP....	Observation—Lounge.	75′					94				94	
SP....	Observation—Smoking	69′		78								
SP....	Observation—Smoking	72′			83				80			
SP....	Observation—Smoking	74′	78									
SP....	Official.....	Var.	79	79			96				96	
Pull...	Standard Sleeper.....	"			92	90		93	89	90		93
Pull...	Lounge.....	"			90	88		89	87	88		89
Pull...	Troop Sleeper.....	"	38									
Pull...	Troop Kitchen.....	"	39									
USA..	Kitchen.....	"	40									
USA..	Ward.....	"			90	87			87	79		
USA..	Dressing.....	"			86				83			
USA..	Mortuary.....	"	79									
USA..	Hospital (89200-01)...	"			84				81			
USA..	Hospital (89340-52)...	"			78				75			

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED							
					COOLING SEASON				NON-COOLING SEASON			
			Steel	Steel Under-Frame	ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conventional Equipment—Con't.												
UP...	Box—Express.....	41′	22									
UP...	Baggage.....	69′	62									
UP...	Baggage.....	81′	68									
UP...	Baggage—Dormitory..	81′			76		79		73		79	
UP...	Chair.....	70′				86		89		78		86
UP...	Chair.....	74′						88				80
UP...	Club—Lounge.....	75′				92				83		
UP...	Diner.....	80′				95				87		
UP...	Lounge.....	70′						86				78
CNW.	Baggage.....	66′	68									
CNW.	Coach.....	66′					57				57	
CNW.	Diner.....	66′				88				87		
CRIP.	Express.....	41′	25									
CRIP.	Baggage.....	60′	53									
CRIP.	Baggage.....	66′	65									
CRIP.	Baggage.....	70′	68									
CRIP.	Dormitory.....	70′					78				78	
CRIP.	Chair.....	70′			82				79			
CRIP.	Coach.....	74′			82				79			
CRIP.	Club.....	75′			95				92			
CRIP.	Diner.....	80′					95				95	
Light Weight Equipment:												
SP....	Baggage.....	Var.	65									
SP....	Baggage—Postal.....	"	69									
SP....	Baggage—30 ft. Postal	"	69									
SP....	Baggage—60 ft. Postal	"	62									
SP....	Baggage—Dormitory..	"				71	64			61	64	
SP....	Chair.....	"				71	63	64		60	63	56
SP....	Chair (Articulated)...	"					99	95			99	88
SP....	Chair—Baggage.....	"						63				55
SP....	Diner.....	"				77	72	64		66	72	56
SP....	Diner (Triplex).....	"					159	174			159	150
SP....	Tavern.....	"					62	65			62	57
SP....	Coffee Shop—Lounge.	"				77	72			66	72	
SP....	Lounge.....	"				74	66			61	66	
SP....	Parlor.....	"						65				57
SP....	Parlor—Observation..	"					58	62			58	54
SP....	Sleeping Cars.....	"				80				70		
Pull...	Sleeping Cars.....	"				65	68	62		65	68	62
UP...	Bage—Dorm (C of SF)	82′					62				62	
UP...	Bage—Dorm (C of SF)	76′				79				71		
UP...	Chair.....	75′				64				56		
UP...	Club—Lounge.....	75′				66				58		
CRIP.	Baggage and Mail....	70′	52									
CRIP.	Dormitory.....	83′					61				61	
CRIP.	Chair.....	80′					61				61	
CRIP.	Diner.....	80′					64				64	
CRIP.	Diner.....	83′					68				68	
CRIP.	Coffee Shop—Lounge.	83′					69				69	

CODE: ACI: Air Conditioned—Ice System
ACEM: Air Conditioned—Electro-Mechanical System
ACW: Air Conditioned—Waukesha System
ACS: Air Conditioned—Steam Ejector System

EASTWARD

Capacity of sidings	SECOND CLASS	FIRST CLASS			Mile Post Location	Timetable No. 51 September 30, 1956	Station Number	Distance from Douglas	WESTWARD FIRST CLASS			THIRD CLASS
	942 Mixed	40 Imperial (c)	2 Sunset Limited	4 Golden State					5 Argonaut	1 Sunset Limited	3 Golden State	943 Mixed
	Leave Tues., Fri.	Leave Daily	Leave Daily	Leave Daily		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Fri.
N 82 Yard Limits S 76 IYP		PM 2.05	AM 9.45	AM 2.15	1022.2	TO-R MESCAL 13.3	5691	84.8	AM f 2.00	AM 5.10	PM 8.08	
83 P		2.18	9.57	2.27	1035.5	SAN JUAN 10.9	7548	71.5	1.30	4.51	7.54	
Yd.Lmts. P			10.07		1046.4	BENSON JCT. 1.8	7559	60.6				
Yd.Lmts. 74 KWOYP	AM 11.35	s 2.35	10.09	2.38	1048.2	TO-R FAIRBANK 10.6	7561	58.8	s 1.18	4.39	7.41	PM s 2.20
75 Yard Limits YP	s 11.55 AM	f 2.48	10.20	2.49	1058.8	LEWIS SPRINGS 10.2	7571	48.2	f 12.56	4.26	7.29	2.05 PM
45 P		s 3.07	10.30	2.59	1069.0	TO HEREFORD 12.2	7581	38.0	s 12.44	4.15	7.19	
66 P		s 3.26	10.42	3.11	1081.2	NACO 3.8	7594	25.8	s 12.24	4.02	7.07	
66 Yard Limits KWYP		s 3.42	f 10.49	c f 3.17	1085.0	TO BISBEE JCT. 11.9	7597	22.0	s 12.13 AM	s 3.57	f c 7.03	
75 P		4.00	11.05	**3.35**	1096.9	FORREST 7.4	7609	10.1	11.48 PM	**3.35**	6.46	
69 P		4.08	11.11	3.43	1104.3	CALUMET 2.7	7617	2.7	11.39	3.28	6.40	
Yard Limits BKWOTYP		s 4.20 PM	s 11.20 AM	s 3.55 AM	1107.0	TO-R DOUGLAS	7619	0.0	11.35 PM	3.25 AM	6.37 PM	
	Arrive Tues., Fri.	Arrive Daily	Arrive Daily	Arrive Daily		(84.8)			Leave Daily	Leave Daily	Leave Daily	Leave Tues., Fri.
	942	40	2	4					5	1	3	943

Automatic Block Signal System

All trains will move with caution between west yard limit and east switch Fairbank.

Trains to and from Benson-Fairbank Branch may move under block signal indication between east switch Fairbank and Benson Jct. after receiving authority from train dispatcher to occupy main track. Eastward trains on Benson-Fairbank Branch must not pass block signal 10464 on branch or foul main track until authorized by train dispatcher. Normal indication of signal 10464 will be Stop, except when main track switch Benson Jct. is lined for Benson-Fairbank Branch, signal will then indicate Proceed if block is clear. Benson-Fairbank Branch trains must avoid delaying main line trains and must not pass block signal 10464, or signal 10477, if in other than Proceed position, except as provided by Rule 99.

Trains except first class, must move with caution between Douglas and west switch Calumet.

RULE 5. Time for westward trains at Mescal applies at west end of westward crossover, and for eastward trains applies at east end eastward crossover.

Where bus connection is provided at Bisbee Jct. conductor of passenger trains scheduled to stop will ascertain if bus has arrived, or ask for instructions.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
17W ..	1024.5	Miramonte ..... (Spur)	7537
.. ..	1028.6	Whetstone	7541
.. ..	1043.1	Boquillas	7555
.. ..	1054.7	Charleston	7567
80E ..	1096.74	Paul Spur ..... (Spur)	7616

EASTWARD

Capacity of sidings	SECOND CLASS			Mile Post Location	Timetable No. 51 September 30, 1956	Station Number	Distance from Fairbank	WESTWARD THIRD CLASS		
	944 Mixed (c)	942 Mixed (c)	940 Mixed (c)		Benson-Fairbank Branch			941 Mixed (c)	943 Mixed (c)	945 Mixed (c)
	Leave Mon., Thurs.	Leave Tues., Fri.	Leave Wed., Sat.		STATIONS			Arrive Wed., Sat.	Arrive Tues., Fri.	Arrive Mon., Thurs.
Yard Limits BKWYP	AM 8.00	AM 10.05	AM 11.00	1032.6	TO-R BENSON	5700	19.8	PM s 4.05	PM s 4.30	PM s 5.25
Yard Limits 18 P	s 8.45	s 10.50	s 11.45	1039.8	TO 7.2 CURTISS	7907	12.6	s 3.35	s 4.00	s 4.55
Yd.Lmts. P	9.20	11.25	PM 12.20	1050.6	10.8			2.50	3.15	4.10
Yd.Lmts. 74 WOYP	s 9.30 AM	s 11.35 AM	s 12.30 PM	1046.4 1048.2	ABS BENSON JCT. 1.8 TO-R FAIRBANK	7559 7561	1.8 0.0	2.40 PM	3.05 PM	4.00 PM
	Arrive Mon., Thurs.	Arrive Tues., Fri.	Arrive Wed., Sat.		(19.8)			Leave Wed., Sat.	Leave Tues., Fri.	Leave Mon., Thurs.
	944	942	940					941	943	945

Eastward trains on Benson-Fairbank Branch must not pass block signal 10464 or foul Mescal-Douglas main track until authorized by train dispatcher.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
		Benson-Fairbanks Branch	
.. ..	1042.4	Land	7910

Timetable No. 51
September 30, 1956

Patagonia Branch

EASTWARD						WESTWARD	
Capacity of sidings	SECOND CLASS	Mile Post Location	STATIONS	Station Number	Distance from Patagonia	THIRD CLASS	
	944 Mixed (c)					945 Mixed (c)	
	Leave Mon., Thurs.					Arrive Mon., Thurs.	
Yard Limits 74 WOYP	AM 10.00	1048.2	TO-R FAIRBANK	7561	43.9	PM s 3.30	
36 P	f 10.40	1062.5	11.3 CAMPSTONE	8011	32.6	f 2.50	
32 P	f 11.15	1073.8	11.3 ELGIN	8023	21.3	f 2.16	
Yard Limits 35 P	AM s 11.35	1082.1	8.3 SONOITA	8032	13.0	s 1.46	
Yard Limits 34 TP	s 12.30 PM	1095.1	13.0 PATAGONIA	8044	0.0	1.01 PM	
	Arrive Mon., Thurs.		(43.9)			Leave Mon., Thurs.	
	944					945	

Tombstone Branch

EASTWARD						WESTWARD	
Capacity of sidings	SECOND CLASS	Mile Post Location	STATIONS	Station Number	Distance from Tombstone	THIRD CLASS	
	940 Mixed					941 Mixed	
	Leave Wed., Sat.					Arrive Wed., Sat.	
Yard Limits 74 WOYP	PM 1.10	1048.5	TO-R FAIRBANK	7561	9.0	PM s 2.30	
12	s 1.40 PM	1057.5	9.0 TOMBSTONE	8109	0.0	2.00 PM	
	Arrive Wed., Sat.		(9.0)			Leave Wed., Sat.	
	940					941	

Ft. Huachuca Branch

EASTWARD						WESTWARD	
Capacity of sidings	SECOND CLASS	Mile Post Location	STATIONS	Station Number	Distance from Ft. Huachuca	THIRD CLASS	
	942 Mixed					943 Mixed	
	Leave Tues., Fri.					Arrive Tues., Fri.	
75 YP	PM 12.15	1058.8	LEWIS SPRINGS	7571	13.2	PM s 2.05	
Yard Limits 40 W	12.40	1068.9	10.1 GARDEN CANON	8210	3.1	f 1.40	
Yard Limits 35 Y	s 12.55 PM	1072.0	3.1 FT. HUACHUCA	8213	0.0	1.30 PM	
	Arrive Tues., Fri.		(13.2)			Leave Tues., Fri.	
	942					943	

Don Luis Branch

Capacity of sidings	EAST-WARD	Mile Post Location	STATIONS	Station Number	WEST-WARD	Distance from Galena
Yard Limits 75 P	↓	1088.3	CORTA	8303		2.5
		1089.8	1.5 DON LUIS	8305		1.0
		1090.8	1.0 GALENA	8306	↑	0.0
(2.5)						

Bisbee Branch

Capacity of sidings	EAST-WARD	Mile Post Location	STATIONS	Station Number	WEST-WARD	Distance from Bisbee
Yard Limits 66 KWYP	↓	1085.0	TO BISBEE JCT.	7597		5.7
75 P		1088.3	3.3 CORTA	8303		2.4
		1089.6	1.3 WARREN	8304		1.1
		1090.5	0.9 LOWELL	8307		0.2
		1090.7	0.2 BISBEE	8308	↑	0.0
(5.7)						

Timetable No. 51

September 30, 1956

EASTWARD

Capacity of sidings		SECOND CLASS	FIRST CLASS			Mile Post Location	STATIONS	Station Number	Distance from Anapra	WESTWARD FIRST CLASS
		960 Freight	40 Imperial	2 Sunset Limited	4 Golden State					1 Sunset Limited
		Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily
Yard Limits BKOTYP		AM 7.35	PM 4.30	AM 11.25	AM 4.00	1107.0	TO-R DOUGLAS 4.8	7619	210.7	AM s 3.20
68	P	7.50	4.38	11.32	4.08	1111.8	ACACIA 9.3	7624	205.9	3.10
75	P	8.10	4.54	11.46	4.21	1121.1	CAZADOR 9.5	7633	196.6	2.58
75	P	8.25	f 5.06	AM 11.59	4.33	1130.6	BERNARDINO 7.1	7643	187.1	2.47
75	P	8.35	5.13	PM 12.05	4.40	1137.7	CHIRICAHUA 9.4	7650	180.0	2.41
75	P	8.50	5.21	12.13	4.48	1147.1	APACHE 11.6	7659	170.6	2.33
103	P	9.05	s **5.32**	c 12.22	4.58	1158.7	TO RODEO 11.8	7671	159.0	2.24
	P	9.20	5.48	12.35	5.11	1170.5	PRATT 5.4	7683	147.2	2.12
54	P	9.30	f 5.56	12.40	5.15	1175.9	TO ANIMAS 11.9	7688	141.8	2.08
74	P	9.45	6.08	12.51	5.25	1187.8	PLAYAS 10.3	7700	129.9	1.58
78	P	10.00	6.20	1.00	5.33	1198.1	VISTA 8.2	7710	119.6	1.50
126	P	10.15	s 6.32	1.07	5.41	1206.3	TO HACHITA 6.3	7719	111.4	1.43
74	P	10.30	6.42	1.13	5.48	1212.6	CONTINENTAL 13.0	7725	105.1	1.38
71	P	10.50	6.54	1.24	5.58	1225.6	SAVOYA 5.3	7738	92.1	1.28
60	P	11.00	7.01	1.31	6.05	1230.9	HERMANAS 12.0	7743	86.8	1.21
74	P	11.15	7.13	1.41	6.15	1242.9	ONYX 7.4	7755	74.8	1.12
83	WP	11.30	s 7.25	1.48	6.22	1250.3	TO COLUMBUS 13.3	7763	67.4	1.05
75	P	AM 11.48	**7.46**	1.59	6.33	1263.6	ARENA 10.9	7776	54.1	12.55
72	P	PM 12.08	8.05	2.09	6.43	1274.5	MALPAIS 11.1	7787	43.2	12.45
74	P	12.25	f 8.20	2.19	6.53	1285.6	MT. RILEY 13.4	7798	32.1	12.35
75	P	12.42	8.37	2.31	7.04	1299.0	NORIA 9.9	7811	18.7	12.23
74	P	1.00	8.50	2.39	7.13	1308.9	MASTODON 8.8	7821	8.8	12.15
75	P	1.15 PM	9.05 PM	2.50 PM	7.26 AM	1317.7	TO-R ANAPRA	7830	0.0	12.05 AM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(210.7)			Leave Daily
		960	40	2	4					1

Automatic Block Signal System

WESTWARD

FIRST CLASS		
3 Golden State	5 Argonaut	
Arrive Daily	Arrive Daily	
PM s 6.32	PM s 11.25	
6.21	11.08	
6.08	10.53	
5.56	f 10.38	
5.50	10.30	
5.41	10.18	
5.32	s 10.04	
5.20	9.44	
5.16	f 9.37 c	
5.06	9.22	
4.58	9.12	
4.51	s 9.01	
4.45	8.50	
4.35	8.38	
4.28	8.30	
4.18	8.17	
4.11	s 8.06	
4.00	**7.46**	
3.50	7.34	
3.40	f 7.23	
3.29	7.09	
3.21	6.59	
PM 3.11	PM 6.45	
Leave Daily	Leave Daily	
3	5	

RULE 5. Time at Anapra applies as follows: For westward trains at west switch of east crossover; for eastward trains on Deming Subdivision at east switch of west crossover, and for eastward trains on Hachita Subdivision at east switch of east crossover.

EASTWARD								WESTWARD	
Capacity of sidings	SECOND CLASS	952 Mixed	Mile Post Location	Timetable No. 50 April 29, 1956 Clifton Branch STATIONS	Station Number	Distance from Clifton	THIRD CLASS	953 Mixed	
		Leave Daily Ex. Sunday						Arrive Daily Ex. Sunday	
Yard Limits DBKWYP		AM 8.35	1148.3 1146.4	TO-R LORDSBURG	5815	69.9		PM s 3.30	
14 P		f 9.13	1165.3	18.9 SUMMIT	8419	51.0		f 2.50	
Yard Limits 50 WP		s 9.55	1184.3	TO 19.0 DUNCAN	8438	32.0		s 2.00	
17		f 10.02	1186.9	2.6 FOX	8441	29.4		f 1.53	
P		~~f 10.35~~	~~1199.1~~	~~12.2 YORK~~	~~8453~~	~~17.2~~		f 1.20	ABANDONED 7-15-56
25 WP		f 10.55	1205.2	6.1 GUTHRIE	8459	11.1		f 1.00	
25 P		f 11.10	1209.8	4.6 SOUTH SIDING	8463	6.5		f 12.45	
		f	1214.2	4.4 SMELTER	8468	2.1		f	
Yard Limits TP		s 11.35 AM	1216.3	ABS TO-R 2.1 CLIFTON	8470	0.0		12.20 PM	
		Arrive Daily Ex. Sunday		(69.9)				Leave Daily Ex. Sunday	
		952						953	

Capacity of sidings	EAST-WARD Mile Post Location	Timetable No. 50 April 29, 1956 Lawrence Branch STATIONS	Station Number	WEST-WARD Distance from Lawrence
Yd. Lmts. DBKWYP	1148.3 1146.9	TO-R LORDSBURG	5815	5.2
	1148.3 1146.9	1.4 OIL SIDING	8501	3.8
	1150.7	3.8 LAWRENCE	8505	0.0
		(5.2)		

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	1150.1	Shakespeare	8504

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
9E ..	1180.9	Franklin	8435

EASTWARD

Capacity of sidings	SECOND CLASS 986 Freight	984 Freight	960 Freight	982 Freight	980 Freight	FIRST CLASS 40 Imperial	6 Argonaut	2 Sunset Limited	4 Golden State	Mile Post Location	Timetable No. 51 September 30, 1956 STATIONS	Distance from Lordsburg
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard Limits BKWDYP	PM 6.10	PM 12.05		AM 6.50	AM 12.10		PM 6.05			1148.3	TO-R **LORDSBURG**	0.0
107 P	6.18	12.12		6.57	12.17		6.13			1153.0	4.7 **ULMORIS**	4.7
64 P	6.27	12.19		7.05	12.24		6.20			1159.0	6.0 **LISBON**	10.7
103 P	6.41	12.31		7.17	12.36		f 6.32			1168.0	TO 9.0 **SEPAR**	19.7
68 P	6.48	12.38		7.24	12.43		6.39			1173.8	5.8 **LADIM**	25.5
106 P	6.55	12.45		7.31	12.50		6.45			1179.6	5.8 **WILNA**	31.3
125 P	7.05	12.55		7.41	1.00		f 6.53			1188.5	8.9 **GAGE**	40.2
96 P	7.11	1.01		7.47	1.06		6.58			1193.2	4.7 **MONGOLA**	44.9
68 P	7.18	1.08		7.54	1.13		7.04			1199.6	6.4 **TUNIS**	51.3
68 P	7.23	1.13		7.59	1.18		7.08			1203.3	3.7 **PARMA**	55.0
Yard Limits 229 WYP	7.29	1.19		8.06	1.24		s 7.23			1208.0	TO 4.7 **DEMING**	59.7
125 P	7.42	1.32		8.18	1.37		7.34			1218.9	10.9 **CARNE**	70.6
103 P	7.54	1.44		8.30	1.49		7.44			1229.6	10.7 **AKELA**	81.3
125 P	8.04	1.54		**8.40**	1.59		7.53			1238.4	8.8 **DONA**	90.1
125 P	8.16	2.06		8.52	2.11		f 8.03			1247.4	TO 9.0 **ADEN**	99.1
103 P	8.31	2.21		9.07	2.26		f 8.16			1259.4	12.0 **AFTON**	111.1
104 P	8.43	2.33		9.19	2.38		8.26			1269.5	10.1 **LANARK**	121.2
125 P	8.55	2.45		9.31	2.50		f 8.40			1279.7	TO 10.2 **STRAUSS**	131.4
100 P	9.04	2.54		9.40	2.59		8.48			1285.2	5.5 **LIZARD**	136.9
79 P	9.15	3.02	PM 1.15	9.50	3.07	PM 9.05	8.57	PM 2.50	AM 7.26	1289.9 1317.7	TO-R 4.7 **ANAPRA**	141.6
Yd. Lmts. BKIP						s 9.30 PM	s 9.10 PM	s 3.05 PM	s 7.40 AM	1323.3 1295.9	R 5.6 **EL PASO (Union Depot)**	147.2
Yd. Lmts. BKWDITYP	9.40 PM	3.20 PM	1.35 PM	10.15 AM	3.25 AM					1297.6	1.7 **EL PASO (Cotton Ave.)**	148.9
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(148.9)	
	986	984	960	982	980	40	6	2	4			

Automatic Block Signal System

No. 2 Track

RULE 5. Time at Anapra applies as follows: For westward trains at west switch of east crossover; for eastward trains on Deming Subdivision at east switch of west crossover; and for eastward trains on Hachita Subdivision at east switch of east crossover.

RULE 93. First-class trains enter and leave El Paso Union Depot on yard tracks within interlocking limits of Tower 196. Employes are subject to Rules and Regulations of El Paso Union Depot Co. within limits of that company.

Eastward trains must not pass Signal 12898 in stop position, and westward trains must not pass Signal 12901 in stop position, unless authorized orally by train-order operator at Anapra. Proceed, or proceed on diverging route indication in either of these signals will supersede the superiority of trains between east and west crossovers at Anapra.

WESTWARD

Mile Post Location	Timetable No. 50 April 29, 1956 STATIONS	Station Number	Distance from El Paso (Cotton Ave.)	FIRST CLASS 39 Imperial Arrive Daily	3 Golden State Arrive Daily	5 Argonaut Arrive Daily	1 Sunset Limited Arrive Daily
1148.3	TO-R **LORDSBURG** 4.7	5815	149.3	AM s 10.40			
1153.0	**ULMORIS** 6.0	7005	144.6	10.30			
1159.0	**LISBON** 9.0	7011	138.6	10.22			
1168.0	TO **SEPAR** 5.8	7020	129.6	f 10.10			
1173.8	**LADIM** 5.8	7026	123.8	10.02			
1179.6	**WILNA** 8.9	7031	118.0	9.54			
1188.5	**GAGE** 4.7	7040	109.1	f 9.42			
1193.2	**MONGOLA** 6.4	7045	104.4	9.35			
1199.6	**TUNIS** 3.7	7051	98.0	9.26			
1203.3	**PARMA** 4.7	7055	94.3	9.20			
1208.0	TO **DEMING** 10.9	7060	89.6	s 9.12			
1218.9	**CARNE** 10.7	7071	78.7	8.49			
1229.6	**AKELA** 8.8	7081	68.0	8.37			
1238.4	**DONA** 9.0	7090	59.2	**8.26**			
1247.4	TO **ADEN** 12.0	7099	50.2	f 8.16			
1259.4	**AFTON** 10.1	7111	38.2	f 8.03			
1269.5	**LANARK** 10.2	7121	28.1	7.51			
1279.7	TO **STRAUSS** 5.5	7131	17.9	f 7.39			
1285.2	**LIZARD** 4.7	7137	12.4	7.30			
1289.9 1317.7	TO-R **ANAPRA** 6.0	7142	7.7	7.22	PM 3.11	PM 7.25	AM 12.05
1295.9 1323.3	R **EL PASO (Union Depot)** 1.1	71183	1.7	7.10 AM	3.00 PM	7.10 PM	11.55 PM
1297.0	**EL PASO (Octavia St.)** 0.6	7148	0.6				
1297.6	**EL PASO (Cotton Ave.)**	7148	0.0				
	(149.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
				39	3	5	1

Automatic Block Signal System

No. 1 Track

RULE 5. Time at Anapra applies as follows: For westward trains at west switch of east crossover; for eastward trains on Deming Subdivision at east switch of west crossover; and for eastward trains on Hachita Subdivision at east switch of east crossover.

RULE 93. First-class trains enter and leave El Paso Union Depot on yard tracks within interlocking limits of Tower 196. Employes are subject to Rules and Regulations of El Paso Union Depot Co. within limits of that company.

Eastward trains must not pass Signal 12898 in stop position, and westward trains must not pass Signal 12901 in stop position, unless authorized orally by train-order operator at Anapra. Proceed, or proceed on diverging route indication in either of these signals will supersede the superiority of trains between east and west crossovers at Anapra.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	1320.9	Icehouse Crossover....	...
.. ..	1291.9	Brickland.....	7144
33 ..	1319.1	*Bowen	7831
2W ..	1254.6	Kenzin.....(Spur)	7106
265W ..	1208.7	Sage.....(Spur)	7061
.. ..	1164.4	Hawkins	7016

*On No. 2 Track.

Capacity of sidings	EASTWARD SECOND CLASS 996 Freight Leave Daily	994 Freight Leave Daily	992 Freight Leave Daily	990 Freight Leave Mon., Wed., Fri.	EASTWARD FIRST CLASS 40 Imperial Leave Daily	4 Golden State Leave Daily	Mile Post Location	Timetable No. 51 September 30, 1956 STATIONS	Station Number	Distance from Carrizozo	WESTWARD FIRST CLASS 39 Imperial Arrive Daily	3 Golden State Arrive Daily
Yard Limits BKIP					PM 10.25	AM 7.55	1295.9	R EL PASO (Union Depot) 1.7 — Double Track	7147	144.0	s AM 6.30	s PM 2.45
Yard Limits BKWDOTYP	PM 11.10	PM 3.30	AM 8.10	AM 6.15			1297.6	EL PASO (Cotton Ave.) 0.0 — Double Track	7148	142.3		
I					10.33	8.00	1297.6	TOWER 47 3.9 — Double Track	7148	142.3	6.07	2.27
P							1301.5	FORT BLISS 0.8	7153	138.4		
103 P	11.35	3.55	8.25	6.30	10.45	8.10	1302.3	TO-R PLANEPORT 13.8	7154	137.6	5.56	2.17
102 P	PM 11.55	4.15	8.40	6.45	s 11.00	8.22	1316.1	NEWMAN 10.1	7167	123.8	f 5.36	2.05
77 P	AM 12.08	4.28	8.53	6.56	11.10	8.30	1326.2	ALVARADO 5.9	7178	113.7	5.19	1.57
103 P	12.15	4.35	9.00	7.03	11.15	8.35	1332.1	DESERT 12.9	7183	107.8	5.12	1.52
121 YP	12.30	4.50	9.20	7.18	s 11.32	8.46	1345.0	TO OROGRANDE 6.3	7196	94.9	s 4.57	1.42
P	12.37	4.57	9.27	7.25	11.40	8.51	1351.3	TURQUOISE 5.7	7203	88.6	4.41	1.37
75 P	12.44	5.04	9.34	7.32	11.45	8.56	1357.0	PAXTON 9.0	7208	82.9	4.35	1.32
96 P	12.55	5.15	9.45	7.42	11.53	9.03	1366.0	DUNES 6.3	7217	73.9	4.26	1.25
74 P	1.02	5.22	9.52	7.49	PM 11.59	9.08	1372.3	VALMONT 5.9	7224	67.6	4.19	1.20
110 P	1.10	5.30	10.00	7.56	AM 12.05	9.13	1378.2	OMLEE 4.6	7230	61.7	4.13	1.15
Yard Limits 203 KWP	1.25	5.45	10.30	8.05	s 12.22	c 9.20	1382.8	TO ALAMOGORDO 5.8	7234	57.1	s 4.07	c 1.11
75 P	1.44	6.00	10.45	8.15	12.31	9.27	1388.6	KEARNEY 7.0	7240	51.3	3.49	1.03
77 P	1.54	6.08	10.53	8.25	s 12.43	9.33	1395.6	TO TULAROSA 7.4	7247	44.3	s 3.41	12.58
75 P	2.04	6.17	11.02	8.34	12.51	9.39	1403.0	TEMPORAL 9.9	7254	36.9	3.29	12.52
102 P	2.18	6.30	11.15	8.45	c f 1.03	9.47	1412.9	THREE RIVERS 11.6	7264	27.0	s 3.19	12.44
76 P	**3.06**	7.08	AM 11.50	8.59	1.17	9.58	1424.5	OSCURA 8.3	7276	15.4	**3.06**	12.35
107 P	3.22	7.25	PM **12.28**	9.10	1.26	10.07	1432.8	POLLY 7.1	7284	7.1	2.58	**12.28**
Yard Limits BKWDOYP	3.45 AM	7.50 PM	12.45 PM	9.25 AM	s 1.40 AM	s 10.20 AM	1439.9	TO-R CARRIZOZO	7291	0.0	2.50 AM	12.20 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily		(144.0)			Leave Daily	Leave Daily
	996	994	992	990	40	4					39	3

Automatic Block Signal System

RULE 93. First-class trains enter and leave El Paso Union Depot on yard tracks within interlocking limits of Tower 196. Employes are subject to Rules and Regulations of El Paso Union Depot Co. within limits of that company.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
2W ..	1362.1	Escondida . . . . . (spur)	7213

EASTWARD

Capacity of sidings	SECOND CLASS 994 Freight Leave Daily	SECOND CLASS 992 Freight Leave Daily	SECOND CLASS 990 Freight Leave Daily	FIRST CLASS 4 Golden State Leave Daily	FIRST CLASS 40 Imperial Leave Daily	Mile Post Location	Timetable No. 50 April 29, 1956 STATIONS	Station Number	Distance from Tucumcari	WESTWARD FIRST CLASS 3 Golden State Arrive Daily	WESTWARD FIRST CLASS 39 Imperial Arrive Daily
Yard Limits DBKWOYP	PM 8.05	PM 12.20	AM 3.30	AM 10.25	AM 12.55	1439.9	TO-R **CARRIZOZO** 7.0	7291	187.5	PM s 12.14	AM s 2.35
110 P	8.30	12.45	3.55	10.33	1.07	1446.9	**ROBSART** 5.3	7298	180.5	12.03 PM	2.19
75 P	8.45	1.00	4.10	10.38	1.14	1452.2	**COYOTE** 7.0	7304	175.2	11.58 AM	2.12
75 P	8.55	1.10	4.20	10.44	1.22	1459.2	**LARGO** 4.3	7311	168.2	11.51	2.05
126 P	9.15	1.30	4.40	10.48	c f 1.30	1463.5	TO **ANCHO** 3.5	7315	163.9	11.46	s 2.00
P	9.30	1.45	4.55	10.53	1.36	1467.0	**LUNA** 6.0	7318	160.4	11.42	1.54
74 P	9.58	2.12	5.20	11.01	**1.46**	1473.0	**TECOLOTE** 4.8	7324	154.4	11.35	**1.46**
74 P	10.08	2.22	5.30	11.06	1.54	1477.8	**ELDA** 4.7	7329	149.6	11.30	1.35
126 P	10.16	2.28	5.37	11.10	2.01	1482.5	**GALLINAS** 8.4	7334	144.9	11.26	1.28
103 YP	10.28	2.40	5.50	**11.18**	s 2.15	1490.9	TO **CORONA** 8.1	7342	136.5	**11.18**	s 1.17
71 P	10.40	2.52	6.02	11.26	2.25	1499.0	**TORRANCE** 11.6	7350	128.4	11.10	1.04
87 P	10.56	3.08	6.18	11.36	s 2.41	1510.6	**DURAN** 14.8	7362	116.8	11.01	s 12.51
W116 Yard Limits E 110 KWYP	11.16	3.30	6.40	AM c 11.52	s 3.09	1525.4	TO **VAUGHN** 7.9	7377	102.0	c 10.46	s 12.32
107 P	PM 11.29	3.41	6.50	PM 12.01	3.21	1533.3	**LEONCITO** 13.9	7385	94.1	10.38	12.17
105 P	AM **12.01**	3.58	7.07	12.13	s 3.40	1547.2	**PASTURA** 11.3	7399	80.2	10.26	s **12.01** AM
106 P	12.16	4.13	7.22	12.25	3.53	1558.5	**ARABELLA** 9.8	7410	68.9	10.14	11.45 PM
E 107 Yard Limits W 113 P	12.30	4.27	7.37	12.36	s 4.10	1568.3	TO **SANTA ROSA** 9.1	7420	59.1	10.02	s 11.30
106 P	12.49	4.46	7.56	12.45	4.23	1577.4	**LOS TANOS** 8.4	7429	50.0	9.54	11.17
103 P	1.03	5.00	8.10	12.52	s 4.36	1585.8	TO **CUERVO** 8.9	7437	41.6	9.47	f 11.08
102 P	1.15	5.12	8.22	12.59	s 4.51	1594.7	**NEWKIRK** 12.0	7446	32.7	9.37	f 10.56
102 P	1.31	5.27	8.37	1.10	s 5.11	1606.7	**MONTOYA** 8.8	7458	20.7	9.26	f 10.42
112 P	1.43	5.38	8.48	1.19	5.24	1615.5	**PALOMAS** 6.4	7467	11.9	9.19	10.32
103 P	1.51	5.46	8.56	1.25	5.33	1621.9	**HARGIS** 5.5	7473	5.5	9.13	10.25
Tucumcari yard DBKOTYP	2.00 AM	5.55 PM	**9.05** AM	s 1.40 PM	s 5.45 AM	1627.4	TO-R **TUCUMCARI**	7479	0.0	**9.05** AM	10.15 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(187.5)			Leave Daily	Leave Daily
	994	992	990	4	40					3	39

Automatic Block Signal System

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
..	..	1521.5	Epris	7373
..	..	1528.1	Tony	7379
2W	..	1563.7	Pintado (Spur)	7415

EASTWARD				Timetable No. 51 September 30, 1956				WESTWARD	
Capacity of sidings	SECOND CLASS	974 Mixed	Mile Post Location	Roy Branch	STATIONS	Station Number	Distance from French	SECOND CLASS 975 Mixed	
		Leave Tues., Thurs., Sat.						Arrive Tues., Thurs., Sat.	
Yard Limits DBKWOTYP		AM 6.10	1627.4	TO-R	TUCUMCARI	7479	113.9	PM s 3.25	
WYP		s 7.34	1661.7		34.3 CAMPANA	8634	79.6	s 1.55	
34 P		f 7.52	1667.6		5.9 MEDIO	8640	73.7	f 1.31	
36 P		s 8.20	1677.9	TO	10.3 MOSQUERO	8651	63.4	s 12.59	
P		f 8.37	1686.3		8.4 SOLANA	8659	55.0	f 12.42	
Yard Limits 34 P		s 9.00	1696.1	TO	9.8 ROY	8669	45.2	s 12.22 PM	
YP		f 10.09	1729.8		33.7 TAYLOR	8702	11.5	f 11.10 AM	
Yard Limits P		s 10.35 AM	1741.3		11.5 FRENCH	8714	0.0	s 10.45 AM	
		Arrive Tues., Thurs., Sat.			(113.9)			Leave Tues., Thurs., Sat.	
		974						975	

RULE S-72. No. 974 is superior to No. 975.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
30W ..	1634.9	Bascom	8608
.. ..	1640.4	Canadian	....
.. ..	1650.1	Atarque	8623
.. ..	1655.6	Trigg Ranch	8628
18E ..	1684.7	Dioxice	8657
.. ..	1706.4	Mills	8679
.. ..	1721.8	Vernon	8694
		Nos 974 and 975 will stop at Canadian, Trigg Ranch, Dioxice and Vernon on flag.	

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS: RECEIVE TO (or beyond)	FOR REVENUE PASSENGERS: DISCHARGE FROM (or beyond)	FOR OTHER TRAFFIC
2	Rodeo	50 MPH	Daily			To dispatch U. S. Mail
3	Vaughn	15 MPH	Daily exc. Mon.			To receive one pouch mail
3	Alamogordo	35 MPH	Daily exc. Mon.			To exchange U.S. Mail
3	Alamogordo	Flag	Daily	Colton	Kansas City	
3	Bisbee Jct	Reduce speed or stop if necessary	Daily			To dispatch U.S. Mail
4	Bisbee Jct	10 MPH	Daily when not making flag stop			To receive U.S. Mail
4	Alamogordo	35 MPH	Daily exc. Sun.			To dispatch U.S. Mail
4	Vaughn	Stop	Daily exc. Sun.			To dispatch U.S. Mail
4	Alamogordo	Flag	Daily	Kansas City	Colton	
5	Animas	Stop	Daily			To exchange U.S. Mail by locker
40	Whetstone	Flag	Daily			To receive or discharge passengers to or from Benson
40	Three Rivers	Stop	Daily			To exchange U. S. Mail by locker
40	Ancho	Stop	Daily			To exchange U. S. Mail
940	MP 1039.6	Flag	Wed. Sat.	Any station	Any station	
941	MP 1039.6	Flag	Wed. Sat.	Any station	Any station	
942	MP 1039.6	Flag	Tue. Fri.	Any station	Any station	
943	MP 1039.6	Flag	Tue. Fri.	Any station	Any station	
944	MP 1039.6	Flag	Mon. Thu.	Any station	Any station	
944	MP 1069.2	Flag	Mon. Thu.	Any station	Any station	
945	MP 1069.2	Flag	Mon. Thu.	Any station	Any station	
945	MP 1039.6	Flag	Mon. Thu.	Any station	Any station	

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except as noted on page 10.

RULE 105. Sidings designated "E" in Capacity of Sidings column are assigned for use by eastward trains. Those designated "W" are assigned for use by westward trains. Those designated "N" or "S" are assigned for use by trains as shown in special instructions for the subdivision on which located.

Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

SPECIAL INSTRUCTIONS—MESCAL SUBDIVISION

RULE 82-A. Regular trains and sections of schedules authorized on Bowie Subdivision of Tucson Division are authorized to assume corresponding schedules or sections of schedules on Mescal Subdivision at Mescal without clearance.

Eastward trains may leave Mescal without clearance provided train is properly cleared by train-order signal.

Schedule of No. 945 may be assumed by crew arriving Patagonia on No. 944 without clearance.

Westward trains Patagonia Branch must not foul Mescal-Douglas main track Fairbank until authorized by train dispatcher.

Schedule of No. 941 may be assumed by crew arriving Tombstone on No. 940 without clearance.

Schedule of No. 943 may be assumed by crew arriving Ft. Huachuca on No. 942 without clearance.

RULE 83-A. At the following stations only the trains indicated will register:

Fairbank.....Trains originating and terminating.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Mescal.....All trains.

Douglas, Nos. 1, 2, 3, 4 and 40.

When a regular train is checked on Bowie Subdivision of Tucson Division or Mescal Subdivision, it will not be necessary to check the register at Mescal against the same train.

RULE 105. Following tracks are designated for use as sidings:

Lewis Springs. Siding located east of station building on north side of main track.

Hereford. Siding located opposite station building on north side of main track, extending eastward from turnout east of stock pen.

Naco. Siding located opposite station building on north side of main track. Switch leading to Edison water spur from siding near west end must be left lined for movement into water spur.

RULE 204-A. Trains to or from Bowie Subdivision of Tucson Division moving to or from Mescal Subdivision, with the same conductor and engineer operating through Mescal, may be issued train orders or clearance on one subdivision that affect their movements on either, or both subdivisions.

RULE 221. Light will not be displayed in train-order signal at Curtiss, except when train-order operator is on duty.

Westward trains not cleared by train-order signal at Mescal will receive clearance over initials Rio Grande Division chief train dispatcher and may include train orders issued by either or both Divisions.

Eastward trains leaving Tucson for Mescal Subdivision must receive clearance over initials Tucson Division chief train dispatcher and may include train orders issued by either or both Divisions.

Clearance for schedules and sections moving via Mescal Subdivision will authorize such trains through to Douglas.

SPECIAL INSTRUCTIONS—HACHITA SUBDIVISION

RULE 82-A. Eastward regular trains and sections of schedules from Hachita Subdivision may assume the same schedules or sections of schedules on Deming Subdivision at Anapra without clearance, provided train is properly cleared by train-order signal.

Eastward extra trains from Hachita Subdivision may leave Anapra without clearance, provided train is properly cleared by train-order signal.

Crews ordered for regular trains and sections thereof at El Paso (Union Depot), may assume those schedules or sections without obtaining a clearance, and crews ordered for extra trains at Alfalfa unit or other units of El Paso yard, may leave without obtaining a clearance and will move on yardmaster's instructions and signal indication to Anapra, where a clearance O.K.'d by chief train dispatcher must be obtained.

Train indication markers and signals, if any, will be displayed from El Paso (Union Depot), Alfalfa unit or other units of El Paso yard as instructed by yardmaster or by telegram from chief train dispatcher.

Trains from Alfalfa unit, El Paso yard, approaching Signal 8263 will sound whistle signal code for route, and if stopped must call signal operator, at Tower 47, and be governed by his instructions before applying block signal rules to proceed. Telephone located on pole opposite Signal 8263.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Douglas, Nos. 1, 2, 3, 4 and 40.

Anapra, All trains.

RULE 96. Form F train orders reading to Anapra or clearance from Hachita Subdivision will apply to El Paso (Union Depot), or El Paso (Cotton Ave.) on Deming Subdivision.

RULE 204. Trains of Deming and Hachita Subdivisions with the same conductor and engineer, operating through Anapra, may be issued train orders on one subdivision that affect their movement on the other, or both subdivisions.

SPECIAL INSTRUCTIONS—DEMING SUBDIVISION

RULE D-71. Trains may move between Anapra and El Paso, Cotton Avenue, and/or Alfalfa unit, El Paso yard, with the current of traffic irrespective of timetable superiority, but must avoid delaying first-class trains.

Main tracks between Alfalfa unit, El Paso yard, and Tower 196 will be used jointly by Deming and Alamogordo Subdivision trains and (T&NO) San Antonio Division trains but movements between these points must be made with caution, expecting to find main track occupied.

Trains and engines moving via Icehouse Crossover to Tower 196 on T&NO track must run with caution, expecting to find track occupied.

Semi-automatic signal on No. 2 track west of Icehouse Crossover will display caution indication when switch to crossover from No. 2 track to T&NO track is lined and Signal 8314 at east end of crossover displays stop indication.

RULE 82-A. Crews ordered for regular trains and sections thereof at El Paso (Union Depot), may assume those schedules or sections without obtaining a clearance, and crews ordered for extra trains at Alfalfa unit or other units of El Paso yard, may leave without obtaining a clearance and will move on yardmaster's instructions and signal indication to Anapra, where a clearance, O.K.'d by chief train dispatcher, must be obtained.

Train indication, markers and signals, if any, will be displayed from El Paso (Union Depot), Alfalfa unit or other units of El Paso yard as instructed by yardmaster or by telegram from chief train dispatcher.

Trains from Alfalfa unit, El Paso yard, approaching Signal 8263 will sound whistle signal code for route, and if stopped must call signal operator, at Tower 47, and be governed by his instructions before applying block signal rules to proceed. Telephone located on pole opposite Signal 8263.

Clear interlocking signal Tower 47 for movement to eastward main track will authorize engines to move Tower 47 to Alfalfa unit, El Paso yard.

Standard clock located in yardmaster's office at Alfalfa unit, El Paso yard, and conductor will show on margin of train register ticket thrown off at Anapra the time watch was compared with standard clock. Operator Anapra will enter this information on train register.

Eastward regular trains and sections of schedules from Hachita Subdivision may assume similar schedules or sections of schedules on Deming Subdivision at Anapra without clearance, provided train is properly cleared by train-order signal.

Eastward extra trains from Hachita Subdivision may leave Anapra without clearance, provided train is properly cleared by train-order signal.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Anapra, All trains. Trains originating El Paso (Union Depot), must show time of departure from El Paso (Union Depot) on register ticket left at Anapra.

Conductors of trains terminating at El Paso (Cotton Ave.) or Alfalfa unit of El Paso yard must leave register ticket with waybills.

RULE 96. Form F train orders reading to Anapra or clearance from Hachita Subdivision will apply to El Paso (Union Depot), or El Paso (Cotton Ave.) on Deming Subdivision.

RULE D-97-A. Applies between Anapra and Tower 47.

RULE 105. Following tracks are designated for use as sidings.

Strauss.....Siding is first track south of main track.

RULE D-151. Tracks between Anapra and Tower 47 will be numbered and unless otherwise authorized will be used as double track:

No. 1 Track for westward trains;

No. 2 Track for eastward trains.

RULE 204. Trains of Deming and Hachita Subdivisions with the same conductor and engineer, operating through Anapra, may be issued train orders on one subdivision that affect their movement on the other, or both subdivisions.

RULE 221. Clifton is train-order office 7:00 AM to 4:00 PM daily except Saturday, Sunday and Holidays.

Between 4:00 PM and 7:00 AM daily, and on Saturday, Sunday and Holidays trains originating may leave Clifton without a clearance.

Light will not be displayed in train-order signal at Duncan except when train-order operator is on duty.

RULE D-251. Will apply as follows:

On No. 2 Track, Anapra to El Paso (Cotton Ave.).

On No. 1 Track, El Paso (Cotton Ave.) to Anapra.

On both main tracks between Tower 47 and Alfalfa unit, El Paso yard, but second and inferior class trains, extra trains and engines must avoid delaying first-class trains.

SPECIAL INSTRUCTIONS—ALAMOGORDO SUBDIVISION

RULE D-71. Trains may move between Anapra and El Paso, Cotton Avenue, and/or Alfalfa unit, El Paso yard, with the current of traffic irrespective of timetable superiority, but must avoid delaying first-class trains.

Main tracks between Alfalfa unit, El Paso yard, and Tower 196 will be used jointly by Deming and Alamogordo Subdivision trains and (T&NO) San Antonio Division trains but movements between these points must be made with caution, expecting to find main track occupied.

RULE 82-A. Crews ordered for regular trains and sections thereof at El Paso (Union Depot), may assume those schedules or sections without obtaining a clearance, and crews ordered for extra trains at Alfalfa unit or other units of El Paso yard, may leave without obtaining a clearance and will move on yardmaster's instructions and signal indication to Planeport, where a clearance, O.K.'d by chief train dispatcher, must be obtained.

Train indication, markers and signals, if any, will be displayed from El Paso (Union Depot), Alfalfa unit or other units of El Paso yard as instructed by yardmaster or by telegram from chief train dispatcher.

Trains from Alfalfa unit, El Paso yard, approaching Signal 8263 will sound whistle signal code for route, and if stopped must call signal operator, at Tower 47, and be governed by his instructions before applying block signal rules to proceed. Telephone located on pole opposite Signal 8263.

RULE 83. If visual identification is made by eastward trains between El Paso (Union Depot) and Tower 47, identification will apply at end of double track.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Planeport, All trains. Trains originating El Paso (Union Depot), must show time of departure from El Paso (Union Depot) on register ticket left at Planeport.

Conductors of trains terminating at El Paso (Cotton Ave.) or Alfalfa unit of El Paso yard must leave register ticket with waybills.

Carrizozo, Nos. 3, 4, 39 and 40.

RULE D-97-A. Applies between Anapra and Tower 47.

RULE D-251. Will apply as follows:

On No. 2 Track Anapra to El Paso (Cotton Ave.).

On No. 1 Track El Paso (Cotton Ave.) to Anapra.

On both main tracks between Tower 47 and Alfalfa unit, El Paso yard, but second and inferior class trains, extra trains and engines must avoid delaying first-class trains.

SPECIAL INSTRUCTIONS—SANTA ROSA SUBDIVISION

RULE 82-A. Crew arriving French on No. 974 may assume schedule of No. 975 without clearance.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Carrizozo, Nos. 3, 4, 39 and 40.

RULE 91. Westward trains between MP 1673.0 and Campana must keep not less than fifteen minutes apart.

RULE 105. Following tracks are designated for use as sidings:

Vaughn. First track north of main track is eastward siding. Second track north of main track is westward siding.

Santa Rosa. First track north of main track is westward siding. Second track north of main track is eastward siding and connects with westward siding at both ends. West switch of eastward siding must be left lined for westward siding, and east switch of eastward siding must be left lined for eastward siding.

RULE 221. Light will not be displayed in train-order signal at following stations, except when train-order operator is on duty.

Mosquero, Roy.

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.7
55″	65.5
56″	64.3
57″	63.2
58″	62.1
59″	61
1′00″	60
1′01″	59
1′02″	58.1
1′03″	57.1
1′04″	56.2
1′05″	55.4
1′06″	54.5
1′07″	53.7
1′08″	52.9
1′09″	52.2
1′10″	51.4
1′11″	50.7
1′12″	50
1′13″	49.3
1′14″	48.6
1′15″	48
1′16″	47.4
1′17″	46.8
1′18″	46.2
1′19″	45.6
1′20″	45
1′25″	42.4
1′30″	40
1′35″	37.9
1′40″	36
1′45″	34.3
1′50″	32.7
1′55″	31.3
2′00″	30
2′15″	26.7
2′30″	24
2′45″	21.8
3′00″	20
3′30″	17.1
4′00″	15
5′00″	12
6′00″	10
7′00″	8.6
7′30″	8
8′00″	7.5
10′00″	6

MAP
OF THE
RIO GRANDE
DIVISION
SOUTHERN PACIFIC COMPANY
R.M.H.
SCALE IN MILES
10 5 0 10 20 30 40 50 60 70 80 90 100
ARIZ.
N. MEX.
MEXICO
TEXAS
OKLA.
COLFAX
UNION
HARDING
QUAY
CURRY
ROOSEVELT
DE BACA
CHAVES
LINCOLN
OTERO
LEA
TORRANCE
VALENCIA
SOCORRO
SIERRA
DONA ANA
LUNA
GRANT
HIDALGO
CATRON
SAN MIGUEL
SANTA FE
MORA
RIO ARRIBA
TAOS
SAN JUAN
MCKINLEY
APACHE
NAVAJO
COCONINO
GILA
GRAHAM
GREENLEE
PINAL
PIMA
SANTA CRUZ
COCHISE
YAVAPAI
MOHAVE
KAIBAB
NAVAJO INDIAN RES.
HOPI INDIAN RES.
KAIBAB NATIONAL FOREST
COCONINO NATIONAL FOREST
TONTO NATIONAL FOREST
SITGREAVES NAT'L FOREST
APACHE NATIONAL FOREST
GILA NATIONAL FOREST
CIBOLA NATIONAL FOREST
SANTA FE NATIONAL FOREST
CARSON NATIONAL FOREST
MESCALERO APACHE INDIAN RESERVATION
SAN CARLOS INDIAN RES.
FORT APACHE INDIAN RESERVATION
TUCUMCARI
SANTA ROSA
CLOVIS
PORTALES
ROSWELL
ALAMOGORDO
LAS CRUCES
EL PASO
DEMING
SILVER CITY
GLOBE
PHOENIX
TUCSON
NOGALES
DOUGLAS
BISBEE
CLIFTON
MORENCI
SAFFORD
WILLCOX
BENSON
TOMBSTONE
DOUGLAS
FLAGSTAFF
WINSLOW
HOLBROOK
GALLUP
GRANTS
LAS VEGAS
RATON
CLAYTON
TRINIDAD
SANTA FE
ALBUQUERQUE
SOCORRO
CARRIZOZO
TULAROSA
ALAMOGORDO
LAS CRUCES
EL PASO
PECOS
MONAHANS
ODESSA
MIDLAND
ROSWELL
CARLSBAD
HOBBS
LOVINGTON
ARTESIA
ROSWELL
CLOVIS
PORTALES
TUCUMCARI
SANTA ROSA
LOS VEGAS
RATON
CLAYTON
TRINIDAD
PUEBLO
COLORADO SPRINGS
DENVER
CHEYENNE
AMARILLO
LUBBOCK
PLAINVIEW
LEVELLAND
SEMINOLE
ANDREWS
MIDLAND
ODESSA
PECOS
MONAHANS
FORT STOCKTON
ALPINE
MARFA
VAN HORN
SIERRA BLANCA
EL PASO
LAS CRUCES
DEMING
SILVER CITY
GLOBE
PHOENIX
TUCSON
NOGALES
DOUGLAS
BISBEE
CLIFTON
MORENCI
SAFFORD
WILLCOX
BENSON
TOMBSTONE
DOUGLAS
FLAGSTAFF
WINSLOW
HOLBROOK
GALLUP
GRANTS
LAS VEGAS
RATON
CLAYTON
TRINIDAD
SANTA FE
ALBUQUERQUE
SOCORRO
CARRIZOZO
TULAROSA
ALAMOGORDO
LAS CRUCES
EL PASO